

INTELLOFAA 41

FORM NO. 51-4AA
FEB 1952

CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

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INFORMATION REPORT

REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 2 February 1953

SUBJECT Navigation on the Vistula River

NO. OF PAGES 2

DATE OF INFO.

NO. OF ENCLS.
(LISTED BELOW)

PLACE ACQUIRED

SUPPLEMENT TO 50X1-HUM
REPORT NO.

CIRCULATE

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- Up to 1951 there was a special department for inland waterways in the Ministry of Shipping. In the course of a far-reaching reorganization in 1951 the functions of the department were transferred to a new Directorate of Inland Waterways (Centralny Zarzad Drog Wodnych) at 12 Ulica Emilji Plater in Warsaw. This directorate is now in charge of navigation and maintenance of inland waterways in Poland, and it has district offices in Warsaw, Krakow, Wroclaw (Breslau), and Poznan.
- The district office at 2 Ulica Solec, Warsaw, controls the Vistula from kilometer marker 357, the confluence of the Kamienna, to kilometer marker 720 at Torun, the river Bug, the Krolewski Canal, and the Masurian lakes. It has branch offices to supervise improvement work and depth control at Pulawy, Warsaw, Plock, Wyszow on the Bug, and Girzyska¹ on the Masurian lakes.
- In 1952 the staff of the Warsaw district office was increased by about 40 to 50 percent, and it now consists of about 120 employees. It is headed by a general manager; a chief engineer, who is the technical assistant general manager; an administrative assistant general manager; and the heads of the departments for river improvement, depth control, shipping, planning, equipment, stores, administration, and cadres.
- The equipment of the Warsaw branch office includes seven old tugs, both steam and diesel, 120 to 200 h.p.; three old floating excavators, with capacities of 400, 250 and 200 cubic meters per hour; one old control vessel of 120 h.p. with a displacement of 130 tons; and 25 barges of 125 tons displacement each.
- The equipment of the branch includes two old tugs, each with a 120 h.p. diesel engine; one steam tug of 180 h.p.; one floating excavator with a capacity of 200 cubic meters per hour; and 15 barges of 125 tons each.

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6. The branch office at Plock has equipment similar to that of Pulawy sic).
7. The branch at Girzyska¹ on the Masurian lakes has one control vessel, two small tugs, and six to eight barges of 50 tons each at its disposal.
8. There is no shipping on the Bug, but improvement work has begun since it is planned to connect the Vistula with the Prypec to the USSR by way of the Muchowiec stream. About 200 men are already employed on this; they are also to build dams soon. A new organization known as Bug Construction (Bugu Budowa) is being set up for the execution of this project. Improvement work has been started at the confluence of the Bug and the Vistula.
9. Shipping on the Vistula comes to a standstill in June, but during the past few years traffic has not even been heavy in spring and fall. Heavy cutting of trees has denuded the hills, and the snow melts much more quickly than before. During the summer the Vistula has a depth of 80 to 90 centimeters between Gdansk (Danzig) and Torun, 70 to 75 centimeters between Torun and Warsaw, and 50 to 60 centimeters between Warsaw and Krakow. In March and April the river rises to two meters in all three sections.
10. About six or eight passenger boats of an average displacement of 300 tons, plying between Warsaw and Gdansk and between Warsaw and Pulawy, carry most of the passenger traffic on the Vistula. They are owned by the Central Office for River Navigation (Centralny Zarzad Leglugi Srodladowej) at 53 Ulica Kazimierzowska, Warsaw. A few tugs tow barges loaded with grain, sugar beets, gravel, and sand.
11. Work now in progress on the Vistula is mainly directed at soil conservation along the banks, except for a giant dam which is being constructed on the Vistula near the Nowa Huta metallurgical works about 15 km. from Krakow.
12. There is a small shipyard on the Vistula at 136 Ulica Czerniachowska, Warsaw, which does repair work and builds barges. The shipyard employs about 50 workers. There are also small shipyards at Pulawy and Flaszow, near Krakow.
13. There are only two cranes of one ton capacity each at the commercial port at Ulica Zamojskiego, Warsaw - Praga.
14. There are no restrictions on civilian traffic on the Vistula between Warsaw and Gdansk.

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